489 Georgian Military Road connecting Dzaudzhikau
[491] with Tbilisi. Aviation, on the other hand, is very well developed.

The transportation systems of the various sub-areas are as follows:

489 Azerbaijan SSR: Transportation based
496 on railroads. The chief rail-junction is Baku, the terminal of the Baku-Rostov, Baku-Tbilisi, and Baku-Dzhul'fa-Tbilisi lines. The main lines are partially electrified as are the railroads on the Apsheron Peninsula. The main
[504] port is Baku (petroleum-loading). The Kura River is navigable as far as Yevlakh. The air-
[508] fields are concentrated around Baku and Kirovabad. The sub-units are well served by railroads. Stepanakert, the capital of the High-Karabakh AO, is the terminal of a trunk line coming from Yevlakh. Dzhul'fa, in the Nakhichevan' ASSR, is an important junction on the Baku-Tbilisi-Tabriz (Persia) lines.

Armenian SSR: Railroads are the chief means of transportation. Important junctions are Zangibazar (on the Leninakan, Zanga, and Dzhul'fa lines), and Leninakan on the Tbilisi,
[491] Dzhul'fa, Artik, and Kars (Turkey) lines. The highways along the slopes of the Lesser Cauca-
[509] sus are relatively good. Yerevan is the aviation center of the republic.

Georgian SSR: Transportation mostly based on railroads. The main lines are the Baku-Tbilisi-Batumi, and the Tbilisi-Sukhumi-Tuapse lines, with Tbilisi, Khashuri, and Samtredia as the chief junctions. The Georgian railroad system has at the same time a whole

series of trunk lines, the most important of which are the Mirzaani, Telavi, Stalinir, Bakuriani, Vale, Sachkere, Tkibuli, Tskhaltubo, Poti, and Zugdidi lines. The main port of the republic is Poti. The military roads have primarily historical value. Aviation is centered around Tbilisi. The capitals of the sub-units (Stalinir, Batumi, Sukhumi) have railroad connections, and Batumi is at the same time one of the principal petroleum loading ports of the USSR.

Astrakhan' Oblast: Transportation is based on waterways (the Volga and the Caspian Sea), and more recently on railroads. The principal railroad line is the Saratov-Astrakhan'-Kizlyar line, the Astrakhan'-Kizlyar section of which was recently built. Chief port of the area is Astrakhan' connected by a 125-mile long channel through the shallow waters of the Caspian Sea with Astrakhan' Port. Astrakhan' is above all an oil port; in addition to this it is an important aviation center.

Groznyy Oblast: Transportation based on railroads. The oblast is well served by the two Baku-Rostov main lines (along the Sundzha, and the Terek Rivers), and by the new Kizlyar-Astrakhan' line. The chief junction is Gudermes.

Dagestan ASSR: On the Baku-Rostov line. The center of the railroad system is Makhachkala, the terminal of several spurs. Makhachkala is an important grain, cotton and petroleum port as well, trading mostly with Russian Central Asia, and with Persia. There are also several airfields around the city.

489
496 Stavropol' Kray: Transportation based only on railroads. The chief line is the Baku-Rostov line with spurs penetrating into the steppe and into the Greater Caucasus. Of these trunk lines, which are sometimes electrified, the most important are the Dzaudzhikau, Alagir, Nal'chik, Kislovodsk, Ust'-Dzegutinskaya, Budennovsk, Blagodarnoye, and Divnoye lines. All the capitals of the sub-
[508] units have railroad connections. Airfields are concentrated in the health resort area, around Pyatigorsk.

Krasnodar Kray: Transportation based partially on railroads, partially on coastal shipping. The kray has the most developed railroad system in the Caucasus. The chief lines are the Baku-Rostov, and the Novorossiysk-Stalingrad lines crossing each other at Tikhoretsk. The other important junctions are
[504] Armavir, Krasnodar, and Kropotkin. There is a whole series of good harbors in the area. Tuapse, an oil port, and Novorossiysk, a grain and oil port, are especially important. The harbors on the Sea of Azov are of less impor-
[508] tance. There are several airfields in the area.

Rostov Oblast: Transportation based on waterways (Don; Sea of Azov), and on railroads. The center of the railroad system is Rostov.
[504] Of the ports, Taganrog (coal and grain shipping), and Rostov are the most important.

496 The distribution of the various means of transportation in the entire Caucasus is as follows:

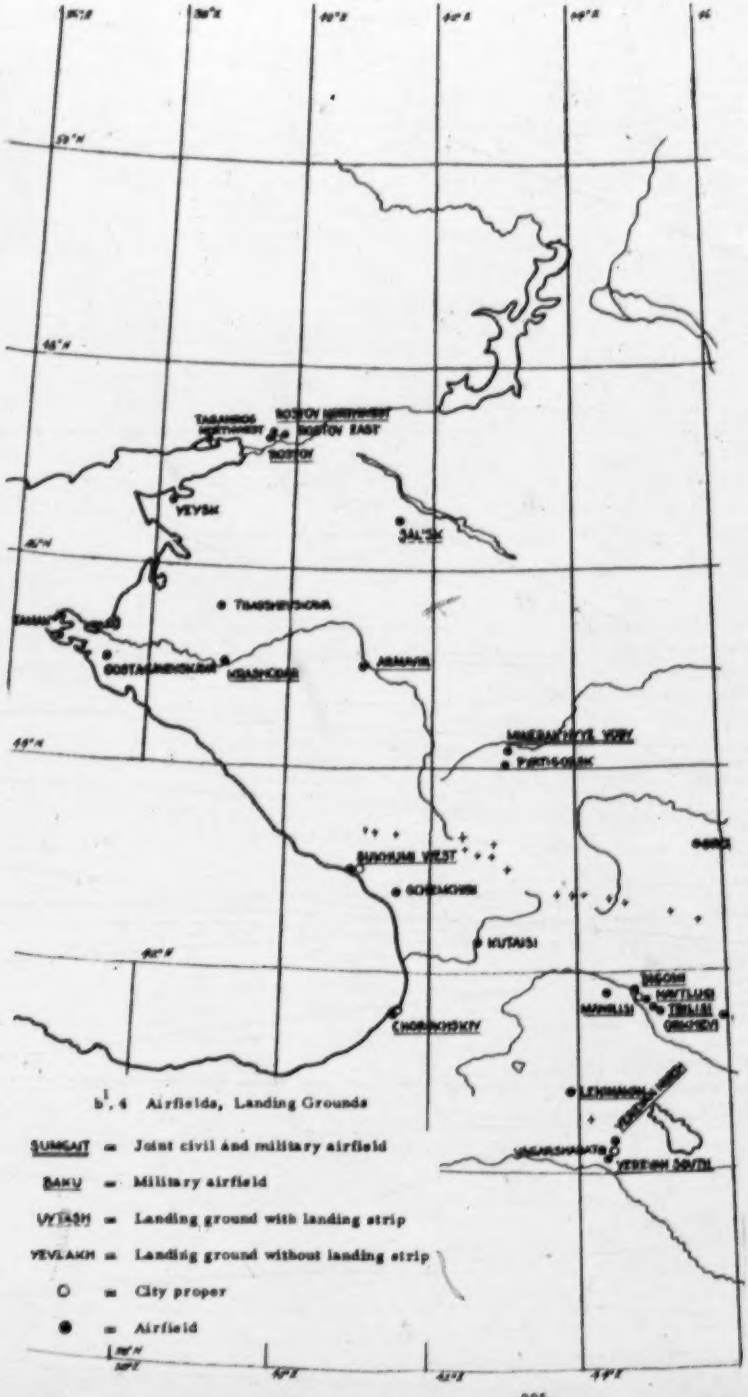
Railroads: The essential means of

505 handled partially by Odessa and other non-Caucasian Black Sea ports, the importance of Novorossiysk, Poti, and Batumi was still considerable. On the Caspian Sea Makhachkala is the preeminence export harbor. The importance of the Sea of Azov in maritime shipping is smaller.

491 Primary roads: Importance limited. Certain areas, however, are better served. The highways are relatively good in North Azerbaijan along the slopes of the Greater Caucasus. They are also good in the Tbilisi-Yerevan areas. Of the military roads, the Abkhazian and Ossetian Military Roads are famous, but without practical value. The Georgian Military Road, connecting Tbilisi with Dzaudzhikau is somewhat better. The coastal highway is relatively good in Groznyy Oblast, and in Dagestan along the northern slopes of the Greater Caucasus. Krasnodar Kray, along the slopes, has better highways too. Stepnoy (in the Stavropol' Kray) is reported to be connected with Astrakhan' and Stalingrad by a more recent highway.

508 Airfields, landing grounds: The Caucasian aviation system is well developed. The number of civil and military airfields and landing grounds is around 50. Baku, Kirovabad, Yerevan, Tbilisi, Astrakhan', Makhachkala, Mineral'nyye Vody, and Rostov are the aviation centers. They usually have several airfields each, sometimes as many as six.

508



b[1].4 Airfields, Landing Grounds

SUMGAIT = Joint civil and military airfield

BAKU = Military airfield

VYSH = Landing ground with landing strip

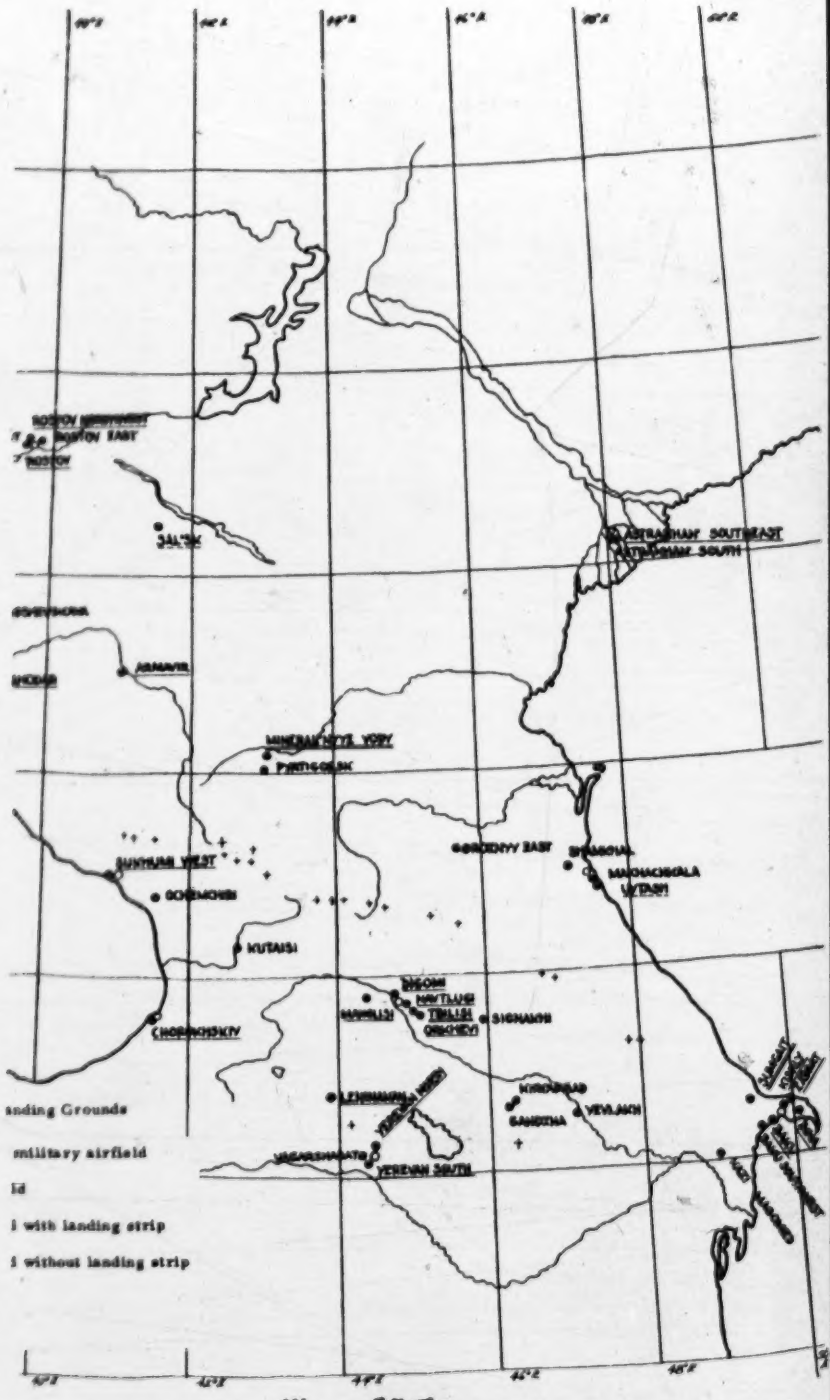
YEVLAKH = Landing ground without landing strip

○ = City proper

● = Airfield

995

508


ROSTOV
SALSK
ARMAVIR
MINERALNYYE VODY
PYATIGORSK
GROZNYY EAST
ORDZHONIKIDZE
MAKHACHKALA
KUTAISI
ZUGDIDI
SUKHUMI WEST
CHOBOTOVSKIY
SIGNAKH
KIROVABAD
YEVLAKH
GANDZHA
YEREVAN SOUTH
anding Grounds
military airfield
ld
l with landing strip
l without landing strip

995a